APPENDIX B -- FEDERAL PLANNING REQUIREMENTS

B.1. Background

The District's Transportation Plan was developed to provide the City with a strategic framework for planning and implementing transportation improvements that maintain and enhance the existing system and contribute to the realization of a vital future for the District and region. The Transportation Plan was developed in accordance with Federal planning requirements as cited in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. This Transportation Plan was developed through an extensive and proactive public participation process that addresses all of the applicable planning factors cited in the ISTEA. This appendix provides additional information on the District's Transportation Plan and its relationship to Federal planning requirements.

B.2. Public Participation Process

The Transportation Plan was developed over the course of 24 months, incorporated two sets of public meetings and received comments on various plan components (a total of 5 meetings), 12 planning workshops to gain public input on transportation planning issues and potential solutions, three planning forums that included exercises to work with and sort transportation solutions within the scenario planning framework, and a public hearing to garner input on the draft Transportation Plan. In addition, over 90 interviews were completed with transportation stakeholders in the District and the region, covering government, business, and civic groups.

Public input was key to the process of identifying transportation issues, solutions, and working with the full range of possible solutions to develop a set of improvements to the District's transportation system. The transportation strategy developed for the Plan addresses both existing public transportation concerns and the goal of moving the District to the realization of a transportation vision for the year 2020.

Participants in the issues identification workshops and the planning forums were representative stakeholders in the District and the region, including government, business, and civic groups. They were invited by letter and follow-up telephone calls two to three weeks prior to these working sessions. Each of the public meetings were advertised (at least one week prior to the meeting) using at least two of the following methods: advertisement in the District Weekly or Metro Section of the Washington Post; Cable Television advertisement; notices sent to representatives of interest, neighborhood, and business groups; and displays at several area libraries with information posted regarding the meetings.

All public information display panels for each of the public meetings were on display at the Department of Public Works prior to the meetings.

The input received from individuals through interviews, and at the workshops, planning forums, and public information meetings was incorporated in the action plan, which led to the final Transportation Plan. On display and available at each of the subsequent meetings were brochures, maps, and descriptions of projects, policies, and procedures that reflected the input received at the previous workshop or meeting. Presentations on the scenario planning process and the development of the Transportation Plan were made by the Department of Public Works staff to interested groups at their request.

Attempts were made to improve the public information process throughout the development of the Transportation Plan by mailing invitation and announcement letters to interest groups in advance of all workshops and meetings, conducting follow-up telephone calls to invitees, additional advertising, and greater responsiveness to the interests and needs of individual groups by being available to make presentations. At each meeting, attendees were encouraged to comment on the effectiveness of the particular event they attended, as well as on the Transportation Plan as a whole.

B.3. Statewide Planning Factors

The statewide planning factors *(Section 450.208 of title 23, CFR part 450 & title 23, CFR part 613)* in the ISTEA legislation are intended to ensure that transportation plans are developed that consider all transportation modes, the environmental and social impacts of transportation projects, and better planning for the future through such actions as early preservation of transportation rights-of-way. These factors must be considered as part of the planning process for all states.

The 23 statewide planning factors are listed below, along with a description of how these factors have been considered and analyzed, and how they are reflected in the District's Transportation Plan.

(1) The transportation needs (strategies and other results) identified through the management systems required by 23 U.S. C. 303;

This Long-Range Transportation Plan was developed to make use of the data collection, analysis, and results of the District of Columbia's Transportation Management System (DCTMS), a combination of three of the six previously required management systems (congestion, public transportation facilities, and intermodal facilities management systems). This Transportation Plan was developed using a similar, multi-modal approach and reflects the strategies developed in the DCTMS. The timeline for implementation of each action item in the Transportation Plan also incorporates performance evaluation. This would be accomplished using methods identified in the DCTMS.

(2) Any Federal, State, or local energy use goals, objectives, programs, or requirements;

By providing efficient and balanced transportation, this Transportation Plan will maximize the energy efficiency of the transportation system. Improvements in the provision of transportation information will reduce overall travel and will maximize the use of non-automotive travel by residents, commuters, and visitors. The extensive bicycle system will serve both recreational and commuter travel with no energy use or vehicular emissions. Improvements in the internal transit system in the District, along with the increased efficiency for radial commuter transit travel afforded by bus bypass lanes, will increase the use of more energy-efficient transit travel.

(3) Strategies for incorporating bicycle transportation facilities and pedestrian walkways in appropriate projects throughout the State;

Three of the six strategy elements defined in the development of this Transportation Plan point to providing alternatives to driving, supporting investments that make the District a more attractive place to live and work, and developing improvements that consider all modes of travel. The bicycle spine network and pedestrian paths are separate, distinct action items proposed in this plan, and facilities accommodating bicyclists and pedestrians have also been incorporated into several other proposed projects.

Bicycle and pedestrian generators were identified as areas where improvements to the bicycle/pedestrian facilities are to be focused, such as universities. A bicycle spine network was identified that connects several existing paths with other viable new paths to encourage increased commuter and recreational travel by bicycle. Major corridor improvements incorporate in their design a cross-section that provides for a bicycle lane, either on one side of the road for both directions of travel or single direction lanes on both sides of the road, which are separated from motorized traffic by a landscaped median.

New pedestrian walkways and sidewalks and improvements to sidewalks are included in a number of proposed projects intended to encourage greater pedestrian activity in areas where retail and recreational activities can be concentrated. Six- to twelve-foot sidewalks are elements of each of the four conceptual cross-sections proposed for many corridor reconstruction projects. Walking tours that can be publicized on tourist-oriented maps are also recommended in this plan.

(4) International border crossings and access to ports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation and scenic areas, monuments and historic sites, and military installations;

Several projects, though not designed primarily to improve access, will have a direct positive impact on the ability of travelers to reach their desired destination. Providing accurate and up-to-date information is seen as the key element in achieving this goal. The information centers and interactive kiosks will provide information about available modes of travel within the District, tourist attractions and access to them, parks, recreation and scenic areas, monuments and historic sites, and other entertainment, retail, and related activities.

Improving the District's signage system is also a top priority in increasing the efficiency of the transportation system and reducing unnecessary travel within the District. Replacement of all transportation signs in the District with uniform, clear signs with internationally recognized symbols will improve access to parking areas, Metro stations, and other modes of travel.

The water taxi, light rail, and small bus systems are proposed to improve access to neighborhoods, business and residential areas, and military installations, as well as to parks, scenic areas, and other tourist attractions. The water taxi system also provides improved access and an alternative mode of travel to the Washington National airport.

Three intermodal freight distribution centers are proposed where goods can be brought into the District by rail and transferred to trucks of various sizes for distribution throughout the City. Several major corridors throughout the District are also recommended for specific improvements

to better accommodate trucks through wider lanes, enhanced pavement design, and landscaping to act as buffers between the motorized traffic and pedestrians.

(5) The transportation needs of nonmetropolitan areas (areas outside of MPO planning boundaries) through a process that includes consultation with local elected officials with jurisdiction over transportation;

The District of Columbia is entirely within the Washington Metropolitan Area. There are no nonmetropolitan areas within the area encompassed by this Plan.

(6) Any metropolitan area plan developed pursuant to 23 U.S.C. 134 and section 8 of the Federal Transit Act 49 U.S.C. app. 1607;

This Transportation Plan was developed in coordination with the regional transportation plan developed by the Washington Metropolitan Council of Governments, the regional metropolitan planning organization.

(7) Connectivity between metropolitan planning areas within the State and with metropolitan planning areas in other States;

Since the District of Columbia is contained entirely within one metropolitan area, connectivity between metropolitan areas within the State is not applicable. The Transportation Plan does address transportation between population and activity centers within the District through improvements to internal transit, bicycle, pedestrian, and roadway and parking facilities. This Plan also addresses connections to other metropolitan areas through improvements to roadways and transit entering and exiting the District, enhancement of the viability of rail service to transport goods into and out of the District, and improved access to National Airport. Improved connections to other metropolitan areas throughout the country and the world are part of the District's transportation vision, as promoted by this Transportation Plan, and will continue to be pursued as part of the metropolitan area transportation planning process.

(8) Recreational travel and tourism;

Tourism, the largest revenue source and a leading industry in the District, provides the foundation upon which to build an effective and efficient transportation system. Information centers and kiosks, streetscaping and beautification, municipal and tour bus parking, internal circulation through new transit options, and the proposed walking tours and bicycle spine network are all designed to respond to the needs of tourists and recreational travelers within the District.

(9) Any State plan developed pursuant to the Federal Water Pollution Control Act, 33 U.S.C. 1251 *et seq.* (and in addition to plans pursuant to the Coastal Zone Management Act);

All transportation projects proposed in this Plan will be planned and designed to minimize impacts on aquatic resources and will follow all guidelines and regulations pursuant to the Federal Water Pollution Control Act.

(10) Transportation system management and investment strategies designed to make the most efficient use of existing transportation facilities (including consideration of all transportation modes);

Maintenance of the District's transportation system is of prime importance and forms the basis for several key recommendations, and, in some ways, for the entire Plan. Maintenance of the existing system is hampered today by severe funding limitations. Sufficient and consistent funding is the basis of one of the strategy elements in the Plan. Recommendations that relate to this strategy element include the earmarking of major revenue sources for the Transportation Trust Fund, and the study and promotion of increased regional transportation funding through the development of an independently funded regional transit system. Improvement of the planning process to include all transportation modes, from initial pre-planning efforts to project implementation, will work to improve the efficiency of the transportation system by making sure that the needs of all modes are included when roadways are reconstructed or otherwise improved. The entire Transportation Plan addresses this planning factor by assisting in the realization of a vision for a District of Columbia, with increased population and business activity that can support a well-maintained and efficient transportation system.

(11) The overall social, economic, energy, and environmental effects of transportation decisions (including housing and community development effects and effects on the human, natural and manmade environments);

The transportation strategy elements three through six on page 7 address this ISTEA planning factor. The action recommendations of the Plan address this planning factor through the development of a bicycle spine network that will make bicycle traveling a transportation mode that is more competitive with other modes in terms of convenience and safety. Reductions in automobile traffic will be realized through the construction of strategically placed municipal parking facilities that allow motorists to park once and then use other modes for other internal trips, and roadway improvements that provide for light rail lanes, and bus bypass lanes. Improved dissemination of information will also allow residents, commuter, and tourists to plan their trips efficiently by route and across modes, thereby conserving energy.

Improvements to the transportation system were also developed in part to result in positive economic and social effects (i.e., encouraging residents and businesses to move to the District). Land use changes and opportunities for growth have been identified, and transit, bicycle, pedestrian, and parking facilities will be concentrated within these areas to meet the needs of residents and businesses. Streetscaping and beautification efforts have also been incorporated in all major reconstruction projects recommended in this plan.

(12) Methods to reduce traffic congestion and to prevent traffic congestion from developing in areas where it does not yet occur, including methods which reduce motor vehicle travel, particularly single-occupant motor vehicle travel;

The reduction of traffic congestion and its attendant impacts on the quality of life for District residents is one of the prime goals of this Transportation Plan and is reflected in several of the strategy elements and action items. Several action items that specifically address reducing traffic

congestion and single occupant vehicle travel are: (1) the provision of traffic signal preemption for buses along corridors carrying substantial commuter traffic; (2) increasing internal transit service to increase the availability of attractive options to automotive travel for intra-District travel; and (3) the provision of additional municipal parking facilities that will reduce congestion resulting from motorists circling looking for parking areas, and, in conjunction with improved internal transit and bicycle and pedestrian options, allow motorists to park once and use these other modes to get around the City.

(13) Methods to expand and enhance appropriate transit services and to increase the use of such services (including commuter rail);

Travelers will be encouraged to use modes other than single-occupant vehicles through the provisions of a new Metro station, bus priority routes, improved internal circulation through smaller, more frequent bus service, cross-town bus service, light rail, signal pre-emption for buses at traffic lights.

(14) The effect of transportation decisions on land use and land development, including the need for consistency between transportation decision-making and the provisions of all applicable short-range and long-range land use and development plans (analyses should include projections of economic, demographic, environmental protection, growth management and land use activities consistent with development goals and transportation demand projections);

The Transportation Plan was developed in cooperation with the District's Office of Planning and takes into account existing and planned land use for the District. This Plan, however, seeks to provide transportation improvements that will spur changes in the current land use projections that will allow the District to create additional wealth and vitality within its boundaries. The proposed transportation improvements will provide improved multi-modal transportation service and access to areas planned for growth such as the Union Station/North Capitol Street corridor, the New York Avenue corridor, the Buzzard's Point/Southeast Federal Center, and others.

(15) Strategies for identifying and implementing transportation enhancements where appropriate throughout the State;

The transportation vision and supporting strategy elements provide the strategic framework for identifying transportation enhancements in the District of Columbia. This Transportation Plan describes a number of enhancements that will support the transportation vision, including development of landscaping to provide buffers and to enhance the visual character of roadways, intermodal transfer facilities, water docks, and more.

(16) The use of innovative mechanisms for financing projects, including value capture pricing, tolls, and congestion pricing;

Subsidization of parking and traffic services, by artificially reducing the cost of driving, encourages sprawl development and excessive use of single-occupant vehicles (SOVs). This has negative impacts on the economy and environment. The public sector can create pricing mechanisms that educate citizens about the costs of auto travel, and that encourage car pools and

transit. Of equal importance, these mechanisms encourage households and businesses to locate close to existing infrastructure amenities, such as transit.

The District has recently enacted the "Clean Air Compliance Act" (DC Law 10-242), which replaces the subsidy that many free parkers now receive by requiring them to compensate transit for the congestion reduction benefit they receive from transit services. This law will use price incentives to encourage car pools and transit as alternatives to SOV travel while providing between $8 million and $10 million annually for transit needs. Environmental benefits accrue to all jurisdictions within the region. Likewise, increased transit patronage will increase farebox revenues that should replace transit subsidy requirements for all jurisdictions.

Studies have show that many investments in transportation infrastructure enhance land values sufficiently to cover all or most initial investment costs. The public sector in our region has been actively pursuing value capture techniques to finance transportation investments. Examples include:

- WMATA lease of land and air rights at market rents for development;
- Private financing for design and construction of a new Metrorail station based upon expected increases in land values; and the
- Expansion of Route 28 in Virginia.

The DC Tax Revision Commission is actively investigating value capture as a possible reform to the existing property tax system.

Value capture financing has been shown to have two advantages. First, it returns to the public sector value that has been created by the public sector in the first place. In this manner, infrastructure investments can become self-financing. Second, it promotes compact development around transportation infrastructure, discouraging sprawl infrastructure and its negative fiscal and environmental consequences.

Clearly, the achievement of the transportation vision requires adequate and consistent funding. This Transportation Plan addresses this need by building on the creation of the transportation trust fund (created for the District in 1995). This dedicated transportation trust fund would be multi-modal, allowing funds to be used for the balanced, multi-modal transportation system envisioned in this Transportation Plan.

This Plan would increase transportation funding by dedicating revenue sources to the fund in addition to the currently dedicated gas taxes, including vehicle registration fees and parking enforcement revenues. As a Federal city with limited revenue raising abilities, the District would also request additional Federal funding which would be dedicated to transportation by being allocated to the trust fund.

Public/private partnerships are also an important feature of many of the transportation action items proposed in this Plan. Private companies can adopt-a-gateway, help to maintain these areas, and have their names featured in conjunction with the welcome signs. Private companies will also be approached in creating partnerships to develop, design, operate, and maintain the

water taxi system, the small neighborhood bus service, the intermodal goods movement transfer centers, and the information centers and interactive kiosks.

(17) Preservation of rights-of-way for construction of future transportation projects, including identification of unused rights-of-way which may be needed for future transportation corridors, identification of those corridors for which action is most needed to prevent destruction or loss (including strategies for preventing loss of rights-of-way);

The undeveloped or unused land that would be needed to build new roads or transit corridors is in short supply in the District of Columbia. The goal in this Plan is not to build new roads, but to preserve the existing rights-of-way and improve the effectiveness and efficiency of the existing transportation system. The proposed projects have all been evaluated in terms of the existing and available rights-of-way, and have been developed in ways to take advantage of the existing right-of-way, and minimize the need to acquire additional land for construction.

(18) Long-range needs of the State transportation system for movement of persons and goods;

The Transportation Plan addresses the long-range needs for movement of persons and goods through a balanced transportation system comprising roadways, transit, pedestrian and bicycle facilities, water transportation, rail, and airport access.

(19) Methods to enhance the efficient movement of commercial motor vehicles;

The efficient movement of trucks is of key importance to the economic vitality of a city. The District's streets are currently not designed to accommodate the increasingly larger trucks that delivery services are using. As part of this plan, improvements to specific roadways would be implemented to minimize the negative impacts from these trucks. A spine network of roadways would be improved to have adequate travel lanes, an enhanced pavement base, and landscaping buffers both in the median and along each edge. Through trucks and other heavy vehicles, such as tour buses, would be restricted to the inside travel lanes to minimize impacts to adjacent land uses.

(20) The use of life-cycle costs in the design and engineering of bridges, tunnels, or pavements;

Life cycle costing will be used for the individual projects that are ultimately selected for each corridor.

(21) The coordination of transportation plans and programs developed for metropolitan planning areas of the State under 23 U.S.C. 134 and section 8 of the Federal Transit Act with the statewide transportation plans and programs developed under this subpart, and the reconciliation of such plans and programs as necessary to ensure connectivity within transportation systems;

This Transportation Plan is developed to meet the requirements for both statewide planning factors and MPO planning factors.

(22) Investment strategies to improve adjoining State and local roads that support rural economic growth and tourism development, Federal agency renewable resources management, and multipurpose land management practices, including recreation development; and

The Transportation Plan specifically focuses on the development of tourism and improving recreational development through better multi-modal access to recreational areas including the waterfront and rivers. There are no rural areas in or immediately adjacent to the District.

(23) The concerns of Indian tribal governments having jurisdiction over lands within the boundaries of the State.

There are no Indian tribal governments having jurisdiction over lands within the District of Columbia. This factor does not apply to the District's Long-Range Transportation Plan.